

## CARLISLE ATTACKS ASPHALT INTERESTS

Denies Taking Part in Cooperstown Conference, as Warner Says.

## NEVER HAD DOUBT AS TO M'GUIRE'S STATUS

Whole Trouble Arose, He Asserts, Because He Insisted Road Contracts Be Observed.

Albany, Nov. 21.—John N. Carlisle, State Highways Commissioner, issued a statement to-night in regard to the state asphalt contracts now under investigation, in which he attacked the asphalt interests and denied that he ever participated in a conference regarding asphalt in Cooperstown.

Inferences rather than direct charges as to the method which actuated me as Commissioner of Highways to compel the contractors of the state to live up to the specifications have resulted in many erroneous statements," he said. "I have desired to try this matter in the newspapers, my action is open to the fullest scrutiny and I want to have it gone into in full by a competent jurisdiction, but at this time it may be well to show the falsity of some of the statements which have been made.

"For instance, C. M. Warner, of the Warner-Quinn Company, is quoted to the effect that he has information that I was at a conference at Cooperstown on July 5. I cannot say that Mr. Warner did not receive the information, but if he did it was information that was false. I think maliciously false, and the slightest investigation would have disproved it. "I was at my home in Watertown, N. Y., on July 3, 4 and 5, returning to Albany late on the night of July 6. I have not been in Cooperstown this year, and have never been in Cooperstown except once in my life, and that when I was a Public Service Commissioner.

## No Doubt About McGuire's

"The date of this alleged conference is set as July 5. Records in this office show that the order to compel the contractors to live up to the specifications of the contracts which they had entered into with the state was issued on July 2, and that order followed conferences and consultations with the board of consulting engineers and other eminent engineers all through the month of June.

"There was never any question about the standing of George H. McGuire or James K. McGuire in this department. They were both known as representatives of the Barber Asphalt Company, and I saw them on business for their company the same as I saw representatives of every other asphalt company.

"In giving consideration to the charges and counter-charges that are made at this time, the public should remember that the asphalt industry is the unclean thing of industrial life in America. It has left its grimy trail of graft across the continent and has corrupted, or attempted to corrupt, officials in nearly every city in which it has done its work. Not content with this, it has financed revolutions and overthrown governments and to-day is a subject of international complications.

## Sought to Evade Confessions

"The falsehood that it has put in circulation regarding my presence at a Cooperstown conference is not unusual, but is characteristic of the methods in which the asphalt interests have always conducted their business and opposed those officials whom they could not control.

"An attack has been made on the Highways Department because it compelled contractors to live up to specifications. Does any one doubt that we would have been attacked, and deservedly so, if we had permitted the contractors to have disregarded the specifications and furnished a material that cost them less than the material they had agreed to furnish without the state getting any advantage in the use of the cheaper product by the reduction of the price?"

George C. Diehl, of Buffalo, and Harold Parker, of Worcester, Mass., have completed their duties as members of Carlisle's board of advisory engineers and resigned. William De Hertburn Washington, of New York, the third member of the board, will continue in the service of the department until he completes his report of his recent investigation of road conditions in Europe.

The advisory engineers were appointed on the recommendation of Governor Sulzer shortly after Governor Carlisle took office last May, to assist him in reorganizing the department. They have assisted the Commissioner in drawing up the new specifications which the asphalt interests charged were discriminatory. Their compensation was \$50 a day.

## ISAAC STEPHENSON SUE

Former Clerk Wants Pay for Explaining Campaign Fund.

[From The Tribune Bureau.]

Washington, Nov. 21.—Senator Isaac Stephenson, of Wisconsin, was sued to-day by Rodney Sackett, his former confidential clerk, in the District Supreme Court for \$69,000, which Sackett claims is due him for services rendered from August, 1908, to March, 1912.

It is alleged by Sackett that he first entered the employ of the Wisconsin Senator in the primary election in 1908, "taking charge of the settling of all expenses incurred by the Senator's campaign." He tells the court that he performed much labor, as there were "few, if any, receipts," showing how a total of \$111,000 had been expended. His final statement of the expenses, he avers, was the one Senator Stephenson filed with the Secretary of State of Wisconsin on February 11, 1910.

With his service, Sackett avers, he made trips to New York City to confer with John H. Puelcher, whom he describes as Senator Stephenson's "personal representative." The only compensation received, he says, was \$100 paid to him on September 5.

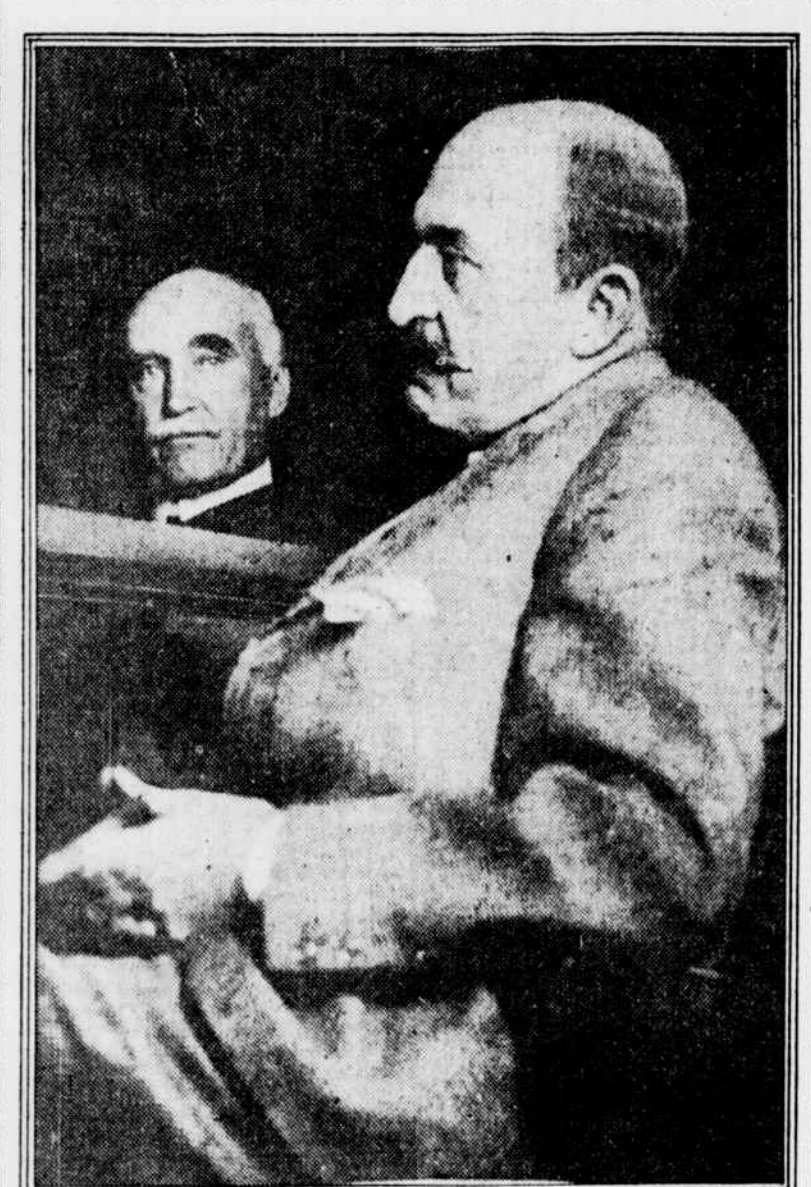
## HENNESSY SEEKS AUTHORS

Visits Albany in Search of Writers Accusing Him.

Albany, Nov. 21.—Whatever "mystery" there was about John A. Hennessy's visit to Albany, which began yesterday and ended to-night, was cleared by a statement he issued just before leaving for New York. He said he had come here to determine the authorship of newspaper articles which intimated that his "hands were not clean of graft, and that my operations in the State Highway Department would show some connection with state contractors."

Hennessy said his efforts had been futile, but that in due time he hoped by legal process to determine the names of the writers.

## H. P. BURGARD BEFORE CHIEF MAGISTRATE M'ADOO.



## M'GUIRE NAMES MURPHY, JR., AS BOND PARTNER

Continued from first page.

"I thought if they made the contribution I might be able to negotiate with the state. I suppose I thought there could be more sales made, and I thought that in return for the contribution I could negotiate more sales of their material. I thought I might get those specifications into the contracts."

## Fought Against Admissions.

McGuire stumbled and whitened under Whitman's lashing. He seemed to physically dodge the questions that drew from him piece by piece the fabric of his schemes—all of them predicated upon his influence with the state administration, an influence which he apparently kept strong both with the Governor, Sulzer, and with the Tammany powers that put that Governor in—and despite his weak attempts to evade Whitman's questions the very momentum of the disclosures he was making seemed to carry him along almost against his own will.

Following McGuire, four road contractors, of Syracuse, took the witness stand, one after the other, to explain how Everett P. Fowler had "solicited" and obtained from them "contributions" to the 1911 and 1912 Democratic state campaign funds.

All were Republicans, and admitted that their interest in Democratic success in those years, or any other years for that matter, had been nil, but they "thought it was for the best interests of their business" to fall in with Mr. Fowler's polite suggestions, which were subtly couched with casual questions as to the progress of their respective contracts on road work for the state.

John H. Weidman, with contributions of \$300 in 1911 and \$150 in 1912; Guy B. Dickinson, \$200 and \$150, respectively, in the same years; Charles O. McComb, \$200 in 1911, and \$150 in 1912, all of whom received from William H. Kiley, Democratic boss of Onondaga County, the same series of letters that Senator P. Hull received, were the contractors, and their experiences with Fowler practically paralleled those of Hull, with one difference.

Dickinson portrayed the hold-up scene in the rooms of the Democratic headquarters in Syracuse best when he said: "Fowler said to me that he was looking for contributions to the Democratic State Committee. I said I hoped he understood that I had said I was a Republican."

"What did Fowler say to that?" asked Assistant District Attorney John Kirkland Clark, who examined the four contractors.

"He just smiled," Dickinson explained, with a reminiscent grin, "and then he explained that I should draw the check to the order of Norman E. Mack."

Henry P. Burgard, the Buffalo contractor, who is Democratic leader of Erie County, since he defeated William H. Fitzpatrick in the last primaries there, was the first witness of the afternoon, and from his testimony Whitman was able to put on the record the fact that McGuire, formerly of Fulton County, a consulting engineer who did considerable business with contractors on canal work, had handed him two checks, one for \$5,000 and one for \$1,000, in the 1912 campaign, asking him to deliver them to Norman E. Mack, at state headquarters, No. 1 West 33rd street, New York.

## McGuire's Admissions Come Hard.

McGuire's admission of his 50 per cent split with Charles F. Murphy, Jr., probably the most startling of his many admissions within the last few weeks, came near the finish of his session on the stand.

Whitman had been chasing him from corner to corner, drawing out in single file from his reluctant lips the names of one company after another from which McGuire received a commission on every bit of material said company sold either to the State of New York or to the contractor working on state jobs.

Starting with the Barber Asphalt Paving Company, from whom McGuire admitted he drew half a cent for each gallon of asphalt or asphalt oil they sold to the state or contractors, Whitman finally got into the record, one after another, the following list of corporations from each of which McGuire admitted he drew similar, though larger, commissions: The United States Asphalt Refining Company.

The Kentucky Rock Asphalt Company and the Wadsworth Stone and Paving Company.

## The Dragon Cement Company.

The Albans American Cement Company. The Knickerbocker Cement Company.

"Any other such business arrangements," Whitman asked, as he had asked before after McGuire had named each company.

"No—that is what you mean—such business arrangements," McGuire responded.

"Any business arrangements connected in any way with your business with the contractors working for the State of New York or based upon any connection or supposed connection or influence you have or might have with the state administration or with any political party," Whitman explained, apparently trying to make up a question on the spur of the moment that would embrace all of McGuire's peculiar activities.

"Do you mean in connection with the bonding business of McGuire & Co., Incorporated?" McGuire asked.

"Yes; or with any of your activities, either in your firm, personally, or in partnership with your brother, James K. McGuire."

"Well, on our bonding business," McGuire said slowly, "we have a—uh—a co-partnership arrangement."

"With whom?" Whitman demanded.

"With—well, we have an arrangement that we have no competition on certain specified lines of business with—Charles F. Murphy, Jr."

"I'd like to explain that, Mr. Whitman," McGuire added, while the spectators who crowded the little courtroom sat up in astonishment. "Certainly, Mr. McGuire, go right ahead," Whitman responded.

"Well, I said the other day on the stand here that we, McGuire & Co., Incorporated, had written most of the bonds on the highway and canal contracts, and I want to correct that. We've written about 35 per cent of the highway and canal bonds. I should have said, that is, we've written them in partnership with Mr. Murphy. You see, we were coming down here to open a New York office; we thought we ought to have an office in New York, but then we got into communication with Mr. Murphy—he's been writing bonds for a number of years—and we figured it would be better to go into a co-partnership."

"So we did that. It embraced all the business on contracts for canals, highways, subways and the aqueduct. One of the things that we did was to get the Fidelity and Deposit Company of Maryland to do nearly all the highway contract bonding business under a contract they had, but we figured we could do better in a co-partnership."

Both the District Attorney and Judge McAdoo wanted McGuire to go further and explain his explanation, but McGuire could only add that while the Fidelity and Deposit Company of Maryland had had a large share of the business previously, under the new arrangements, and with the co-partnership between his own firm and that of Charles F. Murphy, Jr., their combination was able to get about one-quarter of the business. He added later that under the arrangement Mr. Murphy got 50 per cent of the agency commissions on all the business with state or contractors working for the state on highways and canals, and that Mr. Murphy split his commissions on city work on subways or the aqueduct with them.

Whitman developed glowingly the story of how McGuire and his brother, James K., in a conference with the Warner-Quinn firm, had practically offered that concern the opportunity of getting in on state highway work, provided the firm would contribute \$500 to the Democratic State Committee, and, in addition, would pay the McGuire one cent a gallon on all asphalt and asphalt oil sold to state or contractors.

## A Show of Spirit.

"And to Mr. Condit, of the Union Oil Company—what did you ask him to give to be allowed the privilege of selling materials to the State of New York?" Whitman asked.

"I didn't have any conversation with Condit in this county," McGuire replied sharply, showing some spirit for the first time since his admissions of perjury on Wednesday and emphasizing slowly the words "in this county."

"Why should it be necessary for him to make terms with you to sell to the contractors?" And Whitman in his question threw all the emphasis on the "you."

"Well, he probably wanted to sell more goods," McGuire answered, "and my recollection is that there was some talk that he would contribute \$5,000 to the Democratic State Committee and would pay us one-half cent a gallon—and I thought if he made that contribution I might be able to negotiate with the state. That was a plan I thought might work out."

Whitman finally brought out that McGuire or his brother, or both, had put the same proposition up to a number of concerns which supplied highway materials of different kinds, and later they had improved on the scheme by offering to try

to have the name of a given company incorporated in the specifications as the only one from which certain materials could be bought by the contractors, thus clinching the monopoly.

McGuire admitted that he had made arrangements with the United States Asphalt Refining Company, and that in 1912 he "had negotiated the sale of about 300,000 gallons of their oil for them" on a commission of one cent a gallon.

"Any other companies to whom you made the proposition?"

"There's one other company that pays me a commission," McGuire replied. "The Wadsworth Stone and Paving Company. They give me \$150 a ton on all material they sell to the state or to contractors on state work."

Whitman went over with McGuire the joint bank account in the names of George H. and James K. McGuire in the First National of Syracuse, in which McGuire said they deposited all their commissions on state business. He was asked again about the payments from the Barber company, and admitted, in addition to the \$750 he testified to on Wednesday, that Arthur S. Johnson, the Barber sales agent, had later sent him a check for \$500, which brought the total from Johnson to \$1,250, half of the \$2,500 contribution which McGuire made to Sulzer after the impeachment.

McGuire insisted that that was all he had received from the Barber people, and added that they owed him for all his commission, at the rate of one-half cent a gallon, on the materials they had sold to the state or to contractors in 1912. He said the Barber people had sold about 250,000 gallons under this arrangement.

"Did you ever get commissions from the Dragon Cement Company?"

"No."

"Did your brother, James K. McGuire?"

"Yes."

"The Kentucky Rock Asphalt Company?" Whitman asked.

"I had an arrangement with them for commissions that's the same as the Wadsworth Stone Paving Company."

He confessed to similar commission arrangements with the Albans American Cement Company and the Knickerbocker Cement Company, and under pressure followed that up with a description of his "fifty-fifty split" arrangement with Charles F. Murphy, Jr., and he was then excused until Tuesday, December 2.

Henry P. Burgard said he had three road contracts near East Aurora, Buffalo and Tonawanda, and a canal contract for \$250,000 on the Oswego River, that he had bought three years ago from the American Pipe and Construction Company. His East Aurora road contract called for a brick construction, but he denied that he had any knowledge of George C. Diehl, the member of the highway advisory board, being interested in the brick paving company, and he did not know that their brick was specified in the contract. Burgard explained that he put in his time chiefly on the canal work, leaving the road work to his brother, Edward C. Burgard.

The next hearing before Chief Magistrate McAdoo was set for Monday afternoon.

## TWO GRAFT HUNTS IS GLYNN HINT

Governor Feels That Whitman Should Confine Inquiry to New York County.

Governor Glynn strongly intimated yesterday that there would be two separate and distinct investigations of graft in the Department of Highways, instead of his special investigator, James W. Osborne, working in conjunction with District Attorney Whitman. Mr. Osborne called at the Waldorf and conferred with the Governor. Mr. Glynn said afterward that he intended Mr. Osborne should have "an absolutely free hand" in his investigations.

It was understood that the Governor felt that Mr. Osborne's jurisdiction in the graft case was state-wide, while that of the District Attorney should be confined to New York County.

Governor Glynn said that he was very sanguine of the success of the plan he suggested at the dinner of the Chamber of Commerce on Thursday night—for an advisory commission of twenty-five business men to help him give the state a business administration.

"I am very sanguine of the success of the idea," said the Governor. "Already three men—business men of prominence—have volunteered to serve, and I am sure I shall have no trouble in getting the twenty-five. I have accepted the offers of the men I mention, but I do not think I am at liberty yet to give their names. I will announce the committee when I have them all. My plan is to get the biggest men in business I can find."

The Governor said his plan did not mean that he was trying to institute a commission form of government, but that he simply intended to give the business men a say-so. Political parties did not work out the kind of reform needed to give a business administration, he said.

"When there is a change of administration you always find a lot of men in office who have a following clamoring for their retention on a broad variety of grounds," said the Governor. "For every man in office there are always twenty at least who are interested in keeping him there—his relatives, his political associates and the people he does business with."

"This makes it hard to put in operation a straight-out business administration, and I think the plan for this advisory commission of business men will be able to solve the problem. I want this commission to look after all state department, and if they do that and give the work the same care and attention that they give their own business you will see a splendid reorganization in this state."

## SULZER BACKS UP CARLISLE

Denies Attending Cooperstown Asphalt Conference.

Buffalo, Nov. 21.—William Sulzer, who arrived here to-day preparatory to delivering an address to-morrow night, denied that he was in Cooperstown on July 5 and that he had had a conference there with George H. McGuire, John N. Carlisle and others over highway matters.

"I did not meet McGuire there at that time or any other time," said Sulzer. "I never talked over highway matters with either him or Mr. Carlisle. I left all such matters to Mr. Carlisle."

"Did you ever have a conference at which the question of materials for roads was discussed?" he was asked.

"Never. There never was a contract let for good roads in my administration. I never knew that George H. McGuire was interested in asphalt. I never had a conference with Mr. Carlisle on the materials to be used. I had the greatest confidence in him, and I told him to go ahead and give the taxpayers a dollar's worth for every dollar paid in taxes."

## NEW ASSEMBLYMEN MEET WITH KOENIG

Talk Over Speakership, but Arrive at No Decision About Candidate.

## WILL CONFER AGAIN ON SUBJECT MONDAY

Brooklyn Republican Leaders and Members-Elect to Get Together.

A preliminary conference on the Speakership of the next Assembly, at which the matter was discussed informally between the Republican Assemblymen-elect of New York County and Samuel S. Koenig, chairman of the Republican County Committee, was held at the headquarters of the county committee, No. 16 West 40th street, last night. Chairman Koenig said afterward that no definite conclusions were reached relative to a possible candidate, and that another conference would be held on Monday.

Mr. Koenig had invited the five Republican Assemblymen-elect to talk matters over with him. Three of the five attended the conference. Dean Nelson, Assemblyman-elect from the 21st Assembly District, sent word that he could not attend because of a prior engagement. Howard Conkling, who was elected from the 25th Assembly District, appeared at county headquarters early, but did not remain. Abraham Ellenbogen, of the 15th Assembly District; Sidney Clinton Crane, of the 23rd Assembly District; and Francis R. Stoddard, Jr., of the 25th Assembly District, had an hour's talk with the county chairman.

No alignment for any definite candidate was discussed, it was said. It was understood, however, that the Assemblymen-elect were asked not to pledge themselves to any man at this time. New York County probably will suggest a candidate of its own, and some of Assemblyman-elect Stoddard's friends mentioned his name in that connection. Any "good Republican" who might eventually be selected by a majority of the Republican Assemblymen-elect would probably be acceptable to the New York County men, it was said.

Objection seems to have developed to the possible candidacy of Harold J. Hinnman (a Barnes man), of Albany County, perhaps for no other reason than that he is a member of the county committee, put forward by the Barnes followers. He is looked upon by some of the local Assemblymen-elect as the most available man for the Speakership if it were not for his close affiliations with the present state leader.

The alignment on the "Barnes issue" in the Speakership matter is expected to be sharply drawn if Hinnman or any other upstate Barnes Republican is elected as a candidate. It was pointed out that the situation might eventually be cleared up by agreeing upon an independent candidate.

The Assemblymen-elect from this city, as well as the Republican Assembly district leaders of Kings County, have been invited to meet on Monday night at the Brooklyn Republican headquarters, at No. 152 Montague street. The object of the meeting will be to get the men acquainted and united on a plan of action to be pursued in the coming year. Jacob A. Livingston, chairman of the Kings County Executive Committee; Mr. Koenig; Oden Mills, Representative William M. Calder and other prominent Republicans are expected to take part.

## FUSION DINNER FOR PRICE

Mayor Kline on Committee to Honor Chairman of 107.

In appreciation of the services of Joseph M. Price, who was executive chairman of the fusion committee, the candidates and others who participated in the management of the recent campaign have arranged a dinner for December 11 at the Aldine Club. It is expected that Mayor-elect Mitchell will return from his vacation in time to attend the dinner.

Among those whose names appear on the committee of arrangements are Mayor Adolph L. Kline, Controller William A. Prendergast, Borough President George McAneny, Marcus M. Marks, Borough President-elect; Borough President Lewis H. Pounds of Brooklyn, District Attorney Charles S. Whitman, Deputy Controller Douglas Mathewson, Norman Hapgood, Francis W. Bird, William Loeb, Jr., Ogden L. Mills, Fred M. Stein, Henry L. Stimson, Nathan A. Smyth, Charles E. Hughes, Robert Anderson, William H. Hotchkiss, Frank J. Polk, Mrs. J. Borden Harrison, Mrs. Gordon Knox Bell, Miss Anne Rhodes and Miss Lillian D. Wald.

## KLINE AT GUARD DRILL

Mayor Watches Soldiers Load Wagons in Speed Contest.

The 7th Regiment held a drill at its armory at Park avenue and 57th street last night, which was attended by Mayor Kline, Police Commissioner Edwards, Colonel Daniel Appleton was in charge of the drill.

The chief features were an evening parade and a wagon drill. Two companies set up two wagons from the various parts and loaded them, the event being a competition in speed. Both finished in the same time. The companies were K, under Captain Augustus J. Barnard, and B, in command of Captain William N. Halstead.

## Kline to Welcome 40 Mayors.

A special session of the New York State Conference of Mayors will be held in this city on December 5, simultaneously with the City Planning Exhibition, which begins Monday in the Public Library. It is believed thirty to forty Mayors will attend. The visitors will be welcomed by Mayor Kline and Borough President McAneny will deliver an address of welcome. Nelson P. Estimate and Apportionment, will deliver an address on "City Machinery for City Planning."

## Canon Hannay Talks on Drama.

The Drama Society held a meeting yesterday afternoon at the Hudson Theatre and the members and guests invited by the president, Mrs. E. R. Hewitt, were addressed by Canon James Owen Hannay, author of "General John Regan," the comedy now playing at the Hudson; Professor William McAndrew, of the Washington Irving High School; W. G. Fay, the Irish actor, and others. Canon Hannay spoke on "The Relation of the Church and the Drama," and explained his rather anomalous position as clergyman and playwright.

## DIES IN CAR ON BRIDGE

Pattern Manufacturer a Victim of Heart Disease.

George E. Knowles, seventy-six years old, a pattern manufacturer, with an office at No. 69 Beekman street, Manhattan, who lives at No. 128 Bedford avenue, Brooklyn, while on his way home at 5 o'clock yesterday afternoon dropped dead in a Fulton street elevated train while crossing the Brooklyn Bridge. His identity was established by a letter found in his coat pocket addressed to Miss Louise Knowles, No. 975 Ocean Parkway, who proved to be his daughter. She identified the body, which had been taken to Bridge Station A, in Brooklyn.

Mr. Knowles boarded an elevated train at the Manhattan end of the Brooklyn Bridge. As the train reached the center of the span he toppled to the floor. He was removed to the Sands street emergency room of the Brooklyn Rapid Transit Company and Dr. Cohen, of the Brooklyn Hospital, said he had died from heart disease.

Mr. Knowles had a summer home at New London, Conn. He was the oldest member of U. S. Grant Post, G. A. R. He leaves a wife and four children. He was twice married.

## SEES IN SOCIALISM FESTIVAL OF GRAFT

Professor Jenks Thinks That System Would Be Paradise for Politicians.

"Socialism might work well under certain conditions, but it would not work well now, and in New York it would never work," declared Professor Jeremiah W. Jenks, director of the University Forum of the New York University, yesterday afternoon at a meeting of that body.

"Socialism," he continued, "the real essence of socialism is that the state shall assume full ownership of industrial enterprises, and that the government shall assume the full direction of them and the various means of production."

"I cannot see how the putting into the hands of politicians prizes of spoils fifty to one hundred times greater than they already have would make them less eager to hoodwink the people and become corrupt."

"I cannot see," he added, "that there is any chance between having our vast enterprises managed by men like Rockefeller, Carnegie, Judge Gary and Cyrus McCormick, and men like Platt, Sulzer, and men like Murphy, or, to go back a little, taking men in both parties, like 'Dave' Hill."

Professor Jenks's address was a summary of the remarks of two previous speakers before the forum. Two weeks ago Algonquin Lee, director of the Rand School of Social Science, defended Socialism, while at the following meeting the Rev. Dr. Charles Jefferson, pastor of the Broadway Tabernacle, advocated Christianity as a better basis for social improvement. Yesterday Professor Jenks summed up and commented on the utterances of both speakers and added views of his own, which were decidedly anti-socialistic.

"The general standard of living of the average workman," Professor Jenks said, "has at least doubled since 1885. The improvement has not been satisfactory all along the line, and we hope it will improve even faster. It is my opinion—I have not the statistics to prove it—that the rate of improvement in industrial circles has never been so high."

The great majority of wage earners, the speaker declared, were opposed to socialism. The most earnest and effective opponents, he said, were the leaders of trades unions.

## FACE SLASHED BY HER GIRL FRIEND

Victim Says Assailant Accused Her of Trying to Break Up Her Home.

Blood streaming from three gashes across her face, Anna Kerner, of No. 243 Arlington avenue, Jersey City, rushed into the West 37th street station yesterday evening and said she had been cut by a girl living in West 43d street. Dr. Schroek, of New York Hospital, dressed the young woman's wounds. One had laid open the left cheek, another was across her nose, while the third was across her forehead. Dr. Schroek said Miss Kerner would be discharged for life.

With Miss Kerner was Miss Mae Frost, who said she also had been attacked. She said she was visiting a friend at No. 41 West 38th street, and while they were there a chorus girl arrived. When they were leaving and had reached the lower hallway, Miss Kerner said, the other girl cried:

"You wretch! You have broken up my home. You have lied about me to my mother. And I, a poor, hard working chorus girl! That's why my mother drives me out of my home. I'll spoil your beauty."

Miss Kerner said the girl pulled a knife out of her bosom and cut her. Then she attacked Miss Frost, but she ran upstairs. Detectives Forbes and Flood searched the neighborhood, but failed to find the girl; nor was she at her address given by Miss Kerner. The mother of the girl, Miss Kerner accused, sided with her daughter. She said she had known the Jersey City girls for some time and declared they had tried to poison her mind against her daughter.

## MOTHER SEEKS VENGEANCE

Child Killed, She Tries to Attack Chauffeur in Station.

Three policemen had a desperate struggle in the Tremont station last night to prevent Mrs. Catherine Quinn, of No. 408 Third avenue, from attacking Marino Condito, a chauffeur, who ran down and killed her nine-year-old daughter.

The child was crossing the avenue at 154th street when Condito's car approached. Witnesses said that the little girl ran in front of the automobile. The chauffeur tried to avoid striking the child and ran his machine into an elevated structure pillar, but a forward mudguard threw the Quinn child several feet, fracturing her skull. She died instantly.

A crowd made a demonstration against the chauffeur, and the police reserves took Condito to the station. Owing to the absence of his passengers, whom Condito had allowed to escape, Coroner Healy decided to hold him on a charge of homicide.

## \$30,000 FRAUD IN "FAKE" ACCIDENTS